

MR. LUBOIS IS
GIVEN FLOWERSAn Enormous Structure Stood on
His Desk Yesterday.

WORD "HONOR" WAS ON IT

WARMLY WELCOMED BACK BY
HIS ASSOCIATES.Thurston Makes His Promised
Speech in Reply to Allen Regarding
the Pacific Railroad Bill.Vilas Makes His Third Attack on
the Nicaragua Canal Proposition
—Virginia's Contested Election
Case.

Washington, Feb. 3.—An enormous floral structure, on which the word "Honor" was marked, stood on the desk of Mr. Dubois (Rep. Ind.), who had just returned from his successful campaign for re-election, and who was warmly welcomed back by senators from all parties. A bill permitting Major-General Alex. M. McCook and Captain George Schriever, U. S. A., to accept medals from the Russian government was passed.

The resolution heretofore offered by Mr. Allen (Rep. Neb.) looking to the delay or prevention of the judicial sale of the property of the Union Pacific railway company, was taken up and Mr. Thurston (Rep. Neb.) addressed the senate on the subject. He quoted a decision of the supreme court of the United States to the effect that the Thurston act applied only to those portions of the Union and Central Pacific roads on which guarantees bonds had been issued by any government of the United States had never issued guarantee bonds on the Kansas Pacific or on the Denver Pacific, and that the act did not apply to the Kansas, Cheyenne, and therefore, in dealing with the present situation, there was but one corporate entity (the Union Pacific).

As to the Omaha bridge and its approaches, a new act of congress had authorized the Union Pacific company to issue two and a half million dollars in bonds for that purpose. The bridge had been built by the company, but a new double track bridge, costing about \$1,000,000 had been built nine or ten years ago. These bridge bonds had been paid from time to time, but now only about \$1,000,000 of them were due. It, therefore, happened that the Omaha bridge and all the approaches on the east side of the Missouri river were not covered by any government bond and all the terminals, all the side tracks and all the bridges were covered by the first mortgage bonds of the company. The lien of the government, Mr. Thurston asserted, was subordinate to the lien of the first mortgage, which had the right of foreclosure and the right to take possession of the property. He had no doubt that the United States could supplement its lien by subrogating itself for the mortgage; but that was to be looked at from a business point of view.

The offer made to the government, Mr. Thurston said, would amount to some 55 or 57 per cent of its cost. The offer was made to the government to take over the bridge and the approaches, and to pay \$38,000,000 for 1,022 miles of railroad in order to go into the railroad and to take over the bridge and the approaches. Mr. Morgan (Dem. Ala.) asked Mr. Thurston whether he held that the executive branches of the government had the right to make any bargain or agreement such as had been suggested.

Mr. Thurston said he made no such claim. He had serious doubts whether congress could create a new federal corporation to operate the Union Pacific railroad. When the original incorporation was made the road was to run through the territories of the United States. Now all those territories were sovereign states, and in some of them at least there were constitutional prohibitions against the ownership of land or the operation of railroads by any other than domestic corporations.

In discussing the question of the foreclosure suits he was asked by Mr. Morgan (Rep. Neb.) whether the attorney-general had a right, by virtue of his office and without any authority from congress, to bind the government by putting in its appearance in those foreclosure suits.

The reply of Mr. Thurston was that the right of the attorney-general to appear in any suit in which the government had an interest was absolutely beyond question, irrespective of any legislation on the subject. He added that the government could be brought into court by a writ of mandamus, and that that had been done in these foreclosure suits. He admitted that congress might take jurisdiction over these suits in the federal court, but what was the use of that? Now, when the uttermost rights of the government were in possession of its own courts, who was it or what was its interest in it, that said: "No, no, no, bring this back into congress. Make it once more a theme of political and general agitation, as it had been for the last 20 years."

Mr. Thurston was still speaking when the morning hour expired (at 2 p. m.), and the unfinished business—the Nicaragua canal bill—was laid before the senate.

Notice was given by Mr. Lodge (Rep. Mass.) that he would ask action tomorrow on the conference report to the Immigration bill.

Under the rule, the Allen resolutions would have gone to the calendar, but Mr. Allen asked that they remain on the table. It was well understood, he said, that no other business but appropriation bills would be transacted this session. The bankruptcy bill was in the last stages of consideration, and the Nicaragua canal bill was about ready to be pulled up in its coffin. Mr. Allen's request met with no objection, and the resolutions remain on the vice-president's table.

Mr. Gear (Rep. Ia.), chairman of the Pacific railroad committee, gave notice that as soon as the Nicaragua canal bill and the bankruptcy bill were disposed of, he would ask the senate to consider the bill for a settlement of the Pacific railroad indebtedness.

The consideration of the Nicaragua canal bill was then proceeded with. Mr. Morgan (Dem. Ala.), in charge of the bill, accepted, with some slight modifications, the amendments offered yesterday by Mr. Teller (Colo.), providing that no bonds should be guaranteed until after the survey was made and a complete plan was accepted by the president, and that no liability should be assumed by the government if the cost of the canal should appear to exceed \$150,000,000.

Mr. Vilas (Dem. Wis.), resumed his arguments against the bill. In the course of an hour and a half, there were three calls of the senate in order to compel senators to hear the argument, but just as soon as an hour as a quorum were obtained, it faded away again. Mr. Vilas, however, went on with his speech. In the course of it he was reminded by Mr. Morgan that the Nicaragua canal project had been endorsed by several Democratic national conventions. This fact was brushed aside contemptuously by Mr. Vilas as an idle expression introduced into a party platform, and he said that a similar endorsement had been put in Republican platforms. Most probable the agents of the company had been

working upon the resolutions committee of the conventions, but such decorations were utterly without binding force upon anybody. In a similar manner, Mr. Morgan remarked, "that I never was a member of a national convention, but I still hope that I would come out of it as a honest man."

Mr. Hoar (Rep. Mass.), put a question to Mr. Vilas as to a similar matter. "Never to my knowledge," Mr. Vilas replied; "candidates are sometimes nominated under excitement, but in no convention that I ever attended was any candidate named whom I did not cordially support and favor—except one."

After two or three calls of the senate each disclosing the presence of a quorum, the presiding officer laid before the senate the house concurrent resolution for the counting of the presidential vote on Wednesday next, and it was agreed to.

Subsequently, Mr. Turpie (Dem. Ind.), took exception to the wording of the concurrent resolution, and that the persons receiving the highest number of votes shall be "declared president," while the constitution, he said, read, "he should be president."

Mr. Turpie did not press his objection. Mr. Vilas then went on with his speech, in which he treated at considerable length, and with much detail, the provisions of the Clayton-Bulwer treaty as they affected the question of an isthmian canal and discussed various other historical incidents having a bearing on the same question.

After another half hour, a motion to adjourn was made by Mr. Daniels (Dem. Va.), and was defeated—Yeas, 15; nays, 72.

As the vote indicated the absence of a quorum—several senators who were present being paired—the roll was called for the purpose of ascertaining the number of senators present. The usual motion directing the sergeant-at-arms to request the attendance of absent senators was made by Mr. Aldrich (Rep. R. I.), and agreed to, and pending its execution, all business of the senate came to a standstill.

After a short wait, Mr. Aldrich said it was evident that a quorum could not be got tonight and then, at 5:20 o'clock, the senate adjourned until tomorrow.

In the House.
Washington, Feb. 3.—The discussion of the contested election case of Geo. W. Cornell vs. Claude A. Swanson, from the fifth district of Virginia, occupied nearly the whole of today's session of the house, and by an overwhelming vote Mr. Swanson's title to the seat was confirmed by the house.

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INCREASE IN BUSINESS

Stock Exchange Takes on a More
Lively Air.

LEADERS SHOW GAINS

REPORTED RAILROAD CONSOLIDATION HAS ITS EFFECTS.

Sugar Depressed—Sterling Exchange Inactive—May Wheat Lower—Pork Also Down—Hogs Higher—Railroad Rumors Have Considerable Effects on the Markets.

New York, Feb. 3.—Money on call, easy at 1 1/2 per cent; last loan, 1 1/2, closing at 1 1/2 per cent. Prime mercantile paper, 3 per cent. Mexican dollars, 22 1/2 per cent.

Sterling exchange, inactive, with actual business in bankers' bills at 4 1/2 per cent for 60 days and 4 3/4 per cent for demand. Posted rates, 4 3/4 per cent for 60 days and 4 1/2 per cent for demand. Commercial bills, 4 3/4 per cent.

Government bonds, easier; state bonds, dull; railroad bonds, firm. There was an increase in business at the stock exchange today, and at the end of the session the leading issues showed slight net gains. The movements in prices at the opening were irregular, the poor showing made by St. Paul and Rock Island leading to a general reaction.

Foreign houses were sellers of Union Pacific at this time, but later in the day they changed front and bought the stock. The report that a block of Oregon National stock had been sold to parties friendly to the Northern Pacific-Great Northern-Union Pacific interests accounts for the firmness in the afternoon trading. The market for the three roads will work in harmony, and there will be no cutting of rates or diversion of traffic in the future. The deal, according to the interested parties, is a great benefit to the three roads. New York, New Haven & Hartford, after selling at 144 1/2, closed at 146 bid, with no stock offered. The recovery was due to the fact that the company intended to issue new stock or reduce the dividend rate. This usually active railway lists fluctuated within very narrow limits, and the trading was on a limited scale. London and German houses, in addition to buying Union Pacific, purchased moderate lines of St. Louis & San Francisco and Northern Pacific. 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